CLAIMS:

1. A pull tool for straightening a vehicle frame rail with dual sidewalls and an open end, said tool comprising a solid, unitary body, said body having:

a. a first section comprising head means of given length for insertion into the open end and between the dual sidewalls of the frame rail and further comprising means to secure the head means directly to the dual sidewalls; and

b. a second section of given length extending from the first section and having means for the attachment of pull chains at different locations along the length of the second section and at different angles in relation to the second section, whereby when the tool is secured to the frame rail, the frame rail can be substantially straightened by the use of said pull chains placed under tension and without the need to remove the tool from the frame rail.

2. The pull tool as in claim 1 wherein the means for the attachment of the pull chains comprises a plurality of openings along the length of the second section.

3. The pull tool as in claim 1 wherein the means to secure the head means comprises a through-hole which extends substantially perpendicularly in relation to the dual sidewalls.

4. The pull tool as in claim 3 wherein the means to secure the head means further comprises a bolt extending within the through-hole and through openings in the dual sidewalls, the bolt being secured with a nut to the dual sidewalls.

5. The pull tool as in claim 1 wherein the length of the second section is greater than the length of the first section.

6. The pull tool as in claim 4 wherein the length of the second section is greater than the length of the first section.

7. The pull tool as in claim 1 wherein the first section is cylindrical in configuration.

8. A pull tool for straightening a vehicle frame rail with dual sidewalls and an open end, said tool comprising a solid, unitary body, said body comprising:

a. a fist-like configured first section of given length for insertion into the open end and between the dual sidewalls of the frame rail, said first section having a through-hole which extends substantially perpendicularly in relation to the dual sidewalls; and

b. an elongated second section of given length extending from the first section, said second section comprising a plurality of openings along its length for the attachment of pull chains.

9. The pull tool as in claim 8 further comprising a bolt extending within the through-hole and through openings in the dual sidewalls, the bolt being secured with a nut to the dual sidewalls.

10. The pull tool as in claim 8 wherein the first section is cylindrical in configuration.

11. The pull tool as in claim 10 wherein the second section extends from the outer surface of the cylindrical first section.

12. The pull tool as in claim 8 wherein the second section is of elongated, boxed shaped configuration.

13. The pull tool as in claim 12 wherein the first section is cylindrical in configuration.

14. The pull tool as in claim 13 wherein the second section extends from the outer surface of the cylindrical first section.

15. The pull tool as in claim 8 wherein the length of the second section is greater than the length of the first section.

16. The pull tool as in claim 15 wherein the first section is cylindrical in configuration.

17. The pull tool as in claim 16 wherein the second section extends from the outer surface of the cylindrical first section.

18. The pull tool as in claim 17 wherein the second section is of elongated, boxed shaped configuration.

19. The method of straightening a vehicle frame rail with dual sidewalls and an open end, the steps of the method comprising:

a. providing a pull tool with a unitary body comprising first and second sections;

b. inserting the first section into the open end and between the dual sidewalls of the frame rail;

c. connecting the first section directly to the frame by securing a bolt in perpendicular relation to the dual sidewalls of the frame rail;

d. securing a pull chain to an opening in the second section of the pull tool at a first given angle in relation to said second section;

e. securing a second pull chain to a second opening in the second section at a second given angle in relation to said second section;

f. heating the portion of the frame rail to be straightened; and

g. applying tension to the pull chains positioned at the first and second angles, to straighten the frame rail.

20. The method as in claim 19 comprising the further step of continuing to apply tension to the pull chains at various selected periods of time to straighten the frame rail.